

# Motorcoach Task Force

December 8, 2008  
Regular Meeting



# Agenda

- Review Minutes
- Report Back from Constituent Groups
- Recap
  - Key Issues
  - Long-Term Concerns (What We've Heard from You)
- Long-Term Framework for Motorcoach Management
  - Guiding Principles
  - Outline for Motorcoach Management
- Unresolved Issues
  - Refinement & TF consent
- Next Steps & Schedule

# Remember our “Key Issues”



Lack of designated routes puts coaches on sensitive streets/safety (short-term)



Lack of short-term & overnight parking (short-term and long-term)



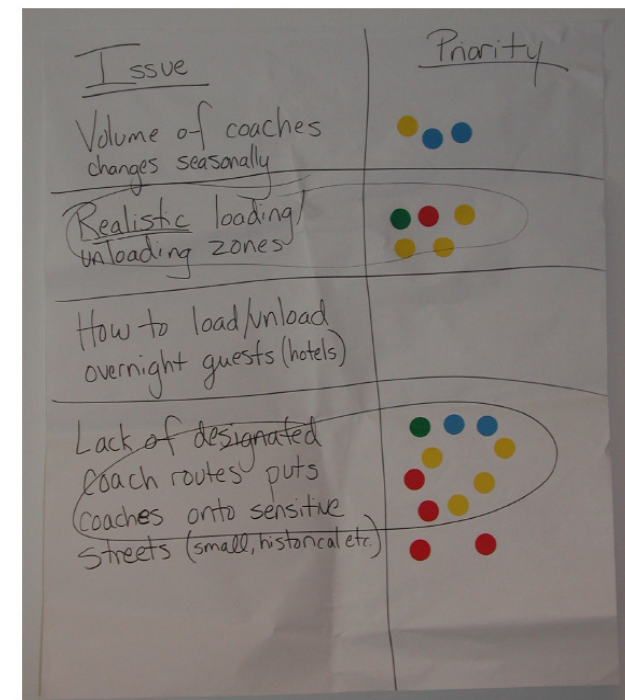
Enforcement (short- and long-term)



Loading & Unloading (short-term)



Communications/Education (short-term)



# Charter

Working collaboratively with multiple stakeholders, the Task Force will develop a proactive approach to motorcoach management that recognizes the economic value of the industry and balances its operational needs with measures to limit intrusive effects on Alexandria's neighborhoods, historic resources, the environment, quality of life, traffic and parking. The Task Force will review best practices and build consent on measures that balance the multiple interests of the City with regards to the public health, safety and welfare of the community. Ultimately, the Task Force will recommend a motorcoach management plan to City Council.

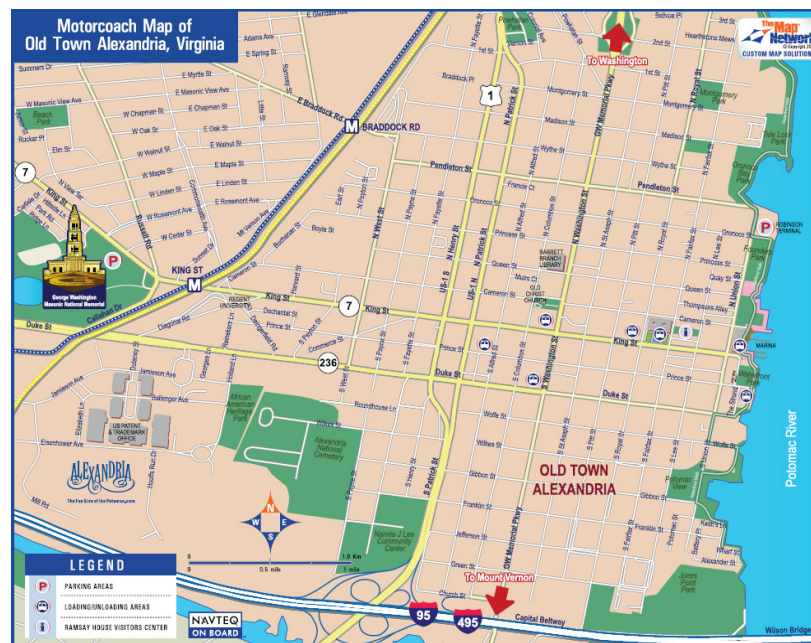
# Task Force: Long-Term Concerns

- Registration/Permitting
- Fees
- Regulatory Authority to Manage Motorcoaches
- Caps (limits on volume of Motorcoaches)
- Limiting pass-through coaches
- Parking
- Encouraging Walking Tours
- Central Transfer Point/Visitor Center
- Size/Smaller Vehicles

# Rectifying Short-Term Needs with & Long Term

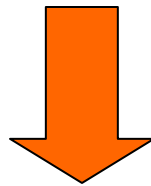
- Focus on where we agree
  - Enforcement
  - Education/Communications
  - Designated Routes (conceptually?)
- Institute incremental changes
- City getting into motorcoach management

# Framework for Motorcoach Management System



# Guiding Principles for Framework

- Citizens seek more regulatory regime but not eliminate all motorcoach traffic
- Tourism & motorcoach-related business is critical to the long-term health of Alexandria



1. System must include fee-based registration
2. Voluntary at first – but authority within 3 years
3. System must limit impacts from certain trip types
4. System must use criteria to identify routes that provide access & disperse impacts across street grid



# Unresolved Issues

- How to Refine the Motorcoach Trip Types (ie. the different “buckets”)
- Smaller Vehicles
- Designated Routes

# Proposed Framework

1. All buses bound for hotels must register. Hotels not on designated routes will be provided a route. Drop-off/pick-up allowed on hotel property or at designated areas.
2. All buses bound for unloading/unloading/parking east of Washington Street must register.
  - a) Buses dispersed onto one of multiple routes depending on destination and managed by central authority (City)
  - b) In 2009, no limit on # of buses that can register
  - c) Routes & Unloading/Loading areas will be color coded
  - d) Registration to involve a fee structure that favors local companies
  - e) Hours for entry/exit to Old Town will be established. After XX pm, entry or exit to Old Town only allowed on King Street
  - f) Buses must prominently display registration in window

# Proposed Framework

## 3. Sightseeing Buses

- a) Buses w/Alexandria-based step-on guides may get extremely limited # of permits

## 4. Pass-through Buses

- a) Buses that do not register must stay on Washington Street (or Rte. 1)
- b) Additional loading/unloading may be made available on Washington Street at King Street during peak season only

# Proposed Framework

- Registration/Permitting System
  - Centrally managed by City
  - Access to system possible via Internet for hotels, restaurants, destinations
  - Presupposes some type of standing commission or advisory group with residents, industry & staff

# Proposed Framework

- Initial system will be voluntary (1-2 years), after which industry will join City in petitions to Virginia General Assembly for Alexandria to attain regulatory authority to legally manage motorcoaches

# Unresolved Issues

- How to Refine the Motorcoach Trip Types (ie. the different “buckets”)
- Smaller Vehicles
- Designated Routes

# Motorcoach Trip Types (“Buckets”)



1. Hotels
2. Buses Bound for Unloading/Loading east of Washington
3. Sightseeing Buses w/Step-On Guides
4. “Pass-Through” Buses

# Small Size Buses



- Mitsubishi “Rosa”, Zonda Medium Size Passenger Bus
- Range of sizes: 24-27’ long, 6-8’ wide, 8-10’ high
- 20-30 person capacity
- Cost varies tremendously (\$23,000 to over \$200,000 for used buses)



# Small Size Buses

- A future possibility for some trip types
- Jitney/transfer system needs more study
  - Precedent exists but in many respects it is also a “reinvention of the wheel”
  - Unanswered questions about feasibility & funding
  - Use motorcoach management system to promote and further study this option

# Designated Routes

- **Criteria:**
  - Functional Classification
  - Adjacent Land Use
  - Street Width
  - Turning Radius & Presence of Parking/Blind Spots
  - Presence of Landmarks/Attractions
  - “Walksheds” & Activity Centers
  - Existing Transit Route (Trolley, DASH, MetroBus...)
  - Access to Commercial Interests & Existing Parking

# Designated Routes (all)



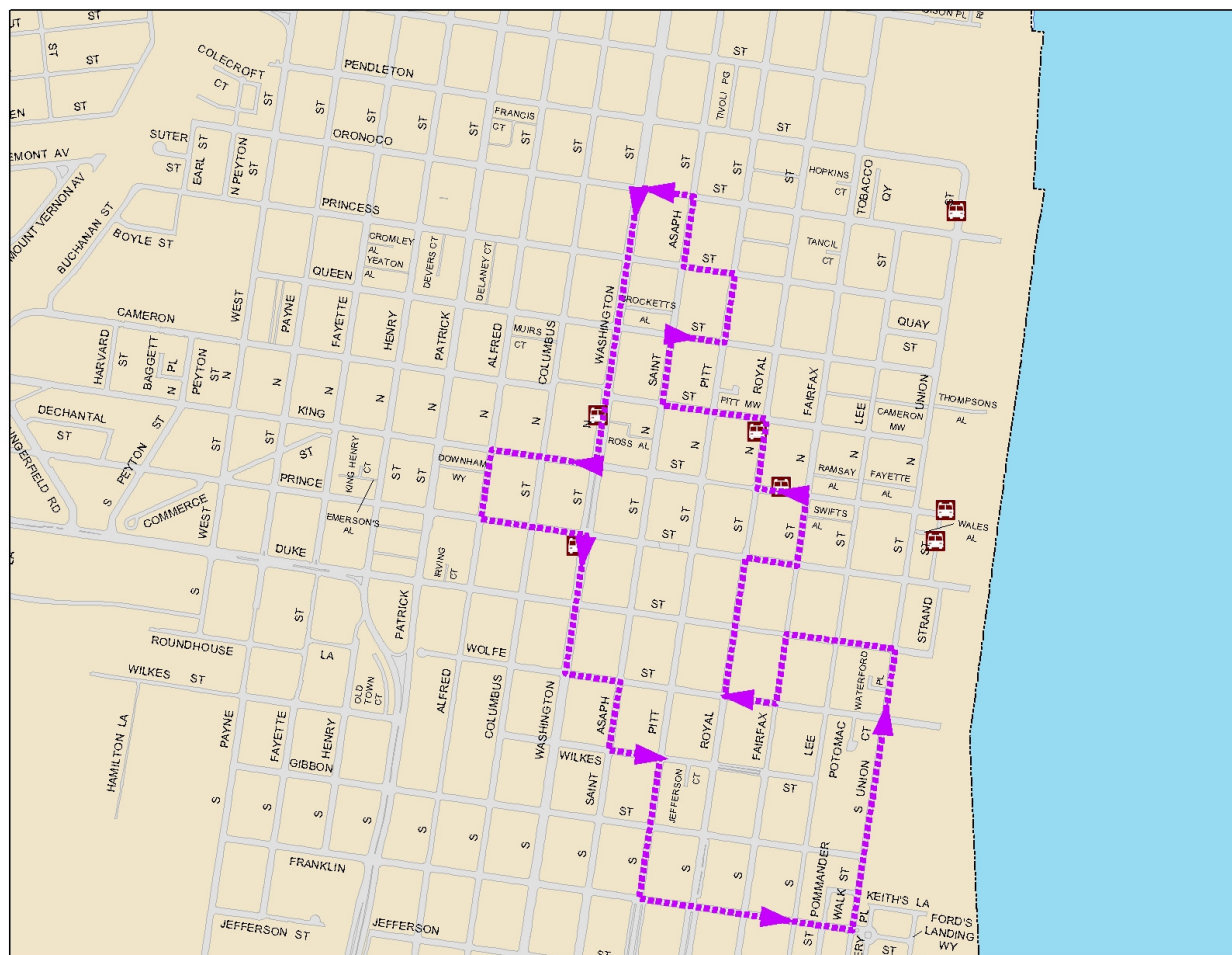
**MOTORCOACH TASK FORCE  
DESIGNATED ROUTES**

Street	Functional Classification	Right-of-Way Width	Curb-to-Curb Width	Build-to-Build Width	On-Street Parking	Curb Radius	One Way	Adjacent Land Use	Landmark	Transit or Trolley	Parking Access	Turn Restrict.	Notes
Washington	Arterial	88' to 100'	50'-70'	88' to 100'+	Yes/Non HOV	15-25'	No	All (Commercial)	Yes	Yes	Yes	Yes	R to Duke difficult No turns at King No L to Pend. 4-6pm
Madison	Primary Collector	66'	36'-42'	66' to 132'+	Yes	15-25'	Yes	Comm, Residential	No	Yes	No	No	R to Fairfax difficult
Pendleton	Primary Collector	66'	36'-42'	70'-78'+	Yes	15-25'	No	Comm, Res, Public	No	Yes	No	No	R onto Royal difficult
Royal	Local	66'	36'-40'	66'+	Yes	15-25'	No	Resid., Public, Comm (Prim. Res S/King)	Yes	Yes (S of Pend.)	Yes	No	R to King difficult
Fairfax	Local	66'	36' to 40'	66'+	Yes	15-25'	No	Comm, Res, Pub (Prim. Res S/King)	Yes	Yes (N of Prince)	No	No	L onto King difficult
Union	Local	50'	28' to 34'	50'	Yes	15-25'	No	Res, Park, Comm	Yes	Trolley only	Yes	No	
Strand	Local	30'	22'-28'	33' to ++	Yes	15'-25'	No	Comm, Park	No	Trolley only	Yes	No	
Prince	Local	66'	40'	64'	Yes	15-25'	No	Comm, Res	No	Trolley only	Yes	No	R to Union difficult
King	Primary Collector	66'	24'-36'-48'	66'+	Yes	15-25'	No	Comm, Res	Yes	Yes	Yes	No	
Duke	Arterial (to Rte 1) Res. Collector (E of Rte 1)	66'	36'-40'	66'+	Yes	15-25'	No	Residential, Comm	Yes	Yes	Yes	No	
Franklin	Arterial Res. Collector (E of Washington)	100'	40' to 44'	100'-115'+	Yes	15-25'	Yes	Residential, Comm	No	Yes (W of Royal)	No	No	

# Permitting/Designated Routes: Bottom Line

- In the short-term >> enforcement of existing code only
- Compliance will require cooperation of industry
- Use methods of dispersal to reduce impact and provide access to businesses
- Seasonal approaches
- Sightseeing routes remain problematic

# Sightseeing Routes?





# Task Force: Long-Term Concerns

From November 10 meeting:

- Parking
- Central Transfer Point (thorough explanation of process to include schedule and process)
- OTCA Executive Board “Statement of Constraints”
- Permitting
- Refining “Buckets” (ie Motorcoach Trip Types)
- Discouraging Vehicles and Encouraging Walking Tours
- OTCA Letter & Points
- Chapter 7 of Old & Historic District Residents Group

MOTORCOACH TASK FORCE  
LONG-TERM ISSUES

ISSUE	SOURCE	CURRENT SITUATION	SOURCE'S APPROACH	FRAMEWORK PROPOSAL	ADDRESSED in MANAGEMENT STRATEGIES
Parking	Task Force (11/10)	5 drop-off/pick-up locations, 1 short-term 1 long-term	N/A	Add drop-off/pick-up seasonally at King/Washington, add short-term parking at Jamison Street (200 feet on-street, 600 feet recessed) to provide parking for approx. 20 buses (36 cars existing)	Yes
Central Transfer Point	Task Force (11/10)	None	N/A	Possibly Washington-King	No
Permitting/Registration	Task Force (11/10)	None	N/A	Voluntary registration for all buses bound for Old Town east of Washington Street	Yes
Refining Motorcoach Trip Types (“buckets”)	Task Force (11/10)	None	N/A	Establish designated routes for four primary trip types: (1) Core Destinations (i.e. unloading/loading/short-term parking), (2) Hotels, (3) Sightseeing, (4) Drive-through	Yes
Discouraging vehicles and encouraging walking tours	Task Force (11/10)	None	N/A	Add unloading/loading at King-Washington, limited # of sightseeing tours	Somewhat
Limiting # of motorcoaches	OTCA Statement of Constraints (10.30.08)	None	OTCA seeks to limit daily # of motorcoaches	Limitations to pass-through sightseeing and step-on sightseeing; seeking to implement voluntary registration which would allow counts	Somewhat
Designated routes	OTCA Membership letter; ACVA (Stephanie Brown e-mail) of Oct. 14, 2008	None	Support for designated routes so long as provide access to relevant commercial interests. Like OTCA emphasized criteria based choices and expressed concern about concentrating buses on too few routes	Designated routes (at least five (5)) to be color coded for ease-of-use; additional options and variations exist	Yes
Use DASH routes	ACVA (Stephanie Brown e-mail) of Oct. 14, 2008	None	Use DASH routes for designated routes b/c they have been vetted for use by large passenger vehicles	Proposed routes are used by DASH or MetroBus; other options and variations exist	Yes

# Pros

- City getting into business of motorcoach management
- Incremental progress on key issues
- Consensus on some issues: Designated Routes, Regulation and Registration/Permits

# Cons

- City getting into business of motorcoach management
- No immediate solutions
- Residents not getting everything they want
- Businesses not getting everything they want
- Unresolved issues will need solutions eventually



# Next Steps

- Motorcoach Management System draft staff report provided to Task Force by December 22
- Review & accept comments until January 9
- Review as a group on January 12
- Community meeting on January 14-15
- Present to City Council in February
- Implement as soon as possible – in time for spring 2009 peak season

# Questions & Discussion

[www.alexandriava.gov/motorcoach](http://www.alexandriava.gov/motorcoach)

Thank you.

Rich Baier, P.E.

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Environmental Services